




		NTSB ID: DEN02TA078		Aircraft Registration Number: N6271N	
		Occurrence Date: 07/21/2002		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Englewood	State CO	Zip Code 80112	Local Time 1537	Time Zone MDT	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 182R		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On July 21, 2002, at 1537 mountain daylight time, a Cessna 182R, N6271N, owned and operated by the Civil Air Patrol (CAP), was substantially damaged during a hard landing at Centennial Airport, Englewood, Colorado. The pilot-in-command (PIC), a safety pilot (SP), and a pilot rated-passenger serving as a scanner escaped injury. Day visual meteorological conditions prevailed, and no flight plan had been filed for the public use cross-country flight being operated under Title 14 CFR Part 91. The flight originated from Canon City, Colorado, approximately 1455.</p> <p>The following is based on an accident report submitted by the PIC, a CAP mission check pilot. As the flight neared its destination, the SP obtained Centennial Airport's ATIS (automatic terminal information service) information Papa that indicated the wind was from 030 degrees at 9 knots, with gusts to 15 knots. The SP then contacted Denver approach control and requested a practice ILS (instrument landing system) approach to runway 35R. The PIC was vectored to intercept the localizer just outside Casse LOM (compass locator outer marker). The initial approach was made using 10 degrees of flaps and 90 KIAS (knots indicated airspeed). After glideslope capture, flaps were lowered to 20 degrees and speed was reduced to 80 KIAS. Throughout the approach, the airplane was flown "1-2 dots above the glide slope." At decision height, the PIC removed his goggles (vision restricting device) and transition to a visual approach. He reduced power slightly to facilitate his descent, slowed to 75 KIAS, and flared. "Apparently a slight gust occurred," he wrote, and the nose rose slightly. He added a little power and held the attitude. The airplane descended "very rapidly" and the pilot thought he pulled back on the control yoke to arrest the descent. The airplane landed hard, bounced, and came down "very hard" on the nose wheel. He applied full power and the airplane began drifting to the left of the runway. The SP "requested" and took control of the airplane and returned it to the runway centerline (in the CAP report, the SP said, "I've got it," the PIC said, "You got it," and the SP took control of the airplane). When the airplane touched down, it veered to the left, departed the runway, and skidded to a halt.</p> <p>The following is based on the accident report submitted by the SP, a CAP mission pilot. The SP said the approach was normal, and the airplane touched down and bounced. "The bounce didn't seem too bad or unusual," the SP wrote, but the airplane climbed "a lot in a very nose high attitude (like a bad balloon)." Then the ground came up "really fast followed by a very hard impact." There was "only runway visible in the windshield." The airplane became airborne again as engine power was increased and it drifted over the grass on the left side of the runway. The PIC and the SP "had a positive exchange of the controls." She thinks the PIC said, "You got it?" and the SP replied, "I got it." The SP maneuvered the airplane back over the runway and made a crosswind landing, touching down on the right wheel first. When the left wheel touched, the airplane veered to the left, skidded onto the grass, and came to an "abrupt" halt.</p> <p>The safety pilot included with her statement a diagram showing the point where the airplane touched down, propeller strike marks in the asphalt, and the point where the airplane went off the side of the runway. Also included were CAP Form 104, Mission Flight Plan/Briefing Form, and COWG Form 1,</p>					
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<b>Narrative</b> (Continued)		
<p>Aircraft Flight Record. Both forms listed the pilot-in-command and passengers.</p> <p>The Civil Air Patrol conducted its own investigation of the accident and made available copies of those statements submitted by the pilots and witnesses, and a sketch of the mishap site.</p> <p>In addition the left main, nose gear, and propeller damage, the firewall was buckled and the left wing leading edge was crushed.</p>		
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<b>Landing Facility/Approach Information</b>					
Airport Name Centennial	Airport ID: APA	Airport Elevation 5883 Ft. MSL	Runway Used 35R	Runway Length 10002	Runway Width 100
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Type Instrument Approach: ILS-complete; Practice					
VFR Approach/Landing: Straight-in					
<b>Aircraft Information</b>					
Aircraft Manufacturer Cessna	Model/Series 182R		Serial Number 18267815		
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tricycle					
Homebuilt Aircraft? No	Number of Seats: 4	Certified Max Gross Wt. 3100 LBS	Number of Engines: 1		
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: O-540-L3C5D	Rated Power: 235 HP		
<b>- Aircraft Inspection Information</b>					
Type of Last Inspection Annual	Date of Last Inspection 06/2002	Time Since Last Inspection 33 Hours	Airframe Total Time 3822 Hours		
<b>- Emergency Locator Transmitter (ELT) Information</b>					
ELT Installed? Yes	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner Civil Air Patrol	Street Address 105 S. Hamsell St.				
	City Maxwell AFB	State AL	Zip Code 36112		
Operator of Aircraft Same as Reg'd Aircraft Owner	Street Address Same as Reg'd Aircraft Owner				
	City Maxwell AFB	State AL	Zip Code 36112		
Operator Does Business As:			Operator Designator Code:		
<b>- Type of U.S. Certificate(s) Held: None</b>					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Public Use					
Type of Flight Operation Conducted: Public Use					
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<b>First Pilot Information</b>																																																																																						
Name			City		State	Date of Birth	Age																																																																															
On File			On File		On File	On File	63																																																																															
Sex: M	Seat Occupied: Right		Principal Profession: Unknown			Certificate Number: On File																																																																																
Certificate(s): Commercial																																																																																						
Airplane Rating(s): Single-engine Land																																																																																						
Rotorcraft/Glider/LTA: None																																																																																						
Instrument Rating(s): Airplane																																																																																						
Instructor Rating(s): None																																																																																						
Type Rating/Endorsement for Accident/Incident Aircraft?					Current Biennial Flight Review? 04/2002																																																																																	
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--w/ waivers/lim.			Date of Last Medical Exam: 01/2002																																																																																	
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>1099</td> <td>632</td> <td>1099</td> <td></td> <td>58</td> <td>40</td> <td>167</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>1036</td> <td>630</td> <td>1036</td> <td></td> <td>51</td> <td>36</td> <td>160</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>27</td> <td>16</td> <td>30</td> <td></td> <td>3</td> <td></td> <td>3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>7</td> <td>6</td> <td>7</td> <td></td> <td>2</td> <td></td> <td>1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>1</td> <td>1</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	1099	632	1099		58	40	167				Pilot In Command(PIC)	1036	630	1036		51	36	160				Instructor											Last 90 Days	27	16	30		3		3				Last 30 Days	7	6	7		2		1				Last 24 Hours	1	1	1							
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot? Yes																																																																															
<b>Flight Plan/Itinerary</b>																																																																																						
Type of Flight Plan Filed: Company VFR																																																																																						
Departure Point		State		Airport Identifier		Departure Time		Time Zone																																																																														
Canon City				1V6		1455		MDT																																																																														
Destination		State		Airport Identifier																																																																																		
Same as Accident/Incident Location				APA																																																																																		
Type of Clearance: VFR																																																																																						
Type of Airspace: Class D																																																																																						
<b>Weather Information</b>																																																																																						
Source of Briefing: Unknown																																																																																						
Method of Briefing: Unknown																																																																																						
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		Occurrence Date: 07/21/2002			
		Occurrence Type: Accident			
<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
APA	1553	MDT	5883 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Few			9000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.13 "Hg
Temperature: 29 °C	Dew Point: 8 °C	Wind Direction: 50		Density Altitude: 8509	Ft.
Wind Speed: 12	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					
<b>Accident Information</b>					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				1	1
- TOTAL ABOARD -				3	3
Other Ground					
- GRAND TOTAL -				3	3
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<b>Administrative Information</b>		
<p>Investigator-In-Charge (IIC)</p> <p>Arnold W. Scott</p>		
<p>Additional Persons Participating in This Accident/Incident Investigation:</p> <p>John J Muldoon Aviation Safety Inspector - Airworthiness FAA Flight Standards District Office 26805 E. 68th Ave., Suite 200 Denver, CO 80249</p>		
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